

COMMISSIONERS APPROVAL

ROKOSCH 

GRANDSTAFF

THOMPSON

CHILCOTT 

DRISCOLL 

PLETTENBERG (Clerk & Recorder)

Date.....November 19, 2007

Members Present..... Commissioner Jim Rokosch,
Commissioner Carlotta Grandstaff, Commissioner Greg Chilcott and Commissioner
Kathleen Driscoll

Minutes: Glenda Wiles

The Board met with Airport Manager Page Gough and Members of the Airport Advisory Board. Numerous citizens were also present. Page brought forth two leases:

- Michael Dyer – which is a 20- year lease on #339 for commercial purposes. Commissioner Chilcott asked if the financing is contingent upon obtaining a 20- year lease. Page indicated it is not.
- Tin Bender – which is a 20-year lease on #316 for commercial purposes. This 20- year lease request is not based on bank financing.

Discussion included the Montana Statue that addresses the ability of a public entity entering into a 10-year lease with the exception of an aviation lease which could be up to 40-years. Commissioner Chilcott stated he would like to be consistent with other citizens and grant a 10-year lease. Discussion occurred about the reasons a lessee would like a 20-year lease and that many of the current commercial lessee's have 20-year leases.

Airport Board Member Tex Irwin stated Federal Law allows 55-years and this is a Federally Funded Airport. Tex felt it is an enhancement to the county to allow 20-year leases. If a lease changes ownership, the new rules and standards are followed.

Commissioner Grandstaff stated she has no problem allowing a 20-year lease. Page stated the current minimum standards allow a 20-year lease.

Commissioner Thompson made a motion to grant a 20-year lease for Site #339/Michael Dryer. Commissioner Driscoll seconded the motion and all voted "aye".

Commissioner Thompson made a motion to grant a 20-year lease for Site #316/Tin Bender. Commissioner Driscoll seconded the motion and all voted "aye".

The Airport Advisory Board also gave an update on the Environmental Assessment and matching funds for the purchase of properties in regard to the various alternatives for the runway length. Wendy Beye of the Aviation Safety Foundation stated one option is to garner private funds for the county's required match money which could be utilized for either shifting the runway or lengthening the runway. The Safety Foundation is a 501-3C non profit organization. In the past they have given the County matching funds for the precision instruments for landing, and they have loaned the County money for the AWOS (Automated Weather System) that was recently established. Wendy stated their organization deals with the safety issues at the airport.

Discussion of the type of aircraft that can utilize the runway occurred, as well as the overweight landing fees Page is collecting. Without a scale there is no way to ascertain if the planes are overweight. Page noted if they are overweight it is not because they 'out classify what the airport allows, i.e., a B-2 Runway'. The overweight amount would be due to the amount of fuel, passengers etc. It is up to the pilot to determine if it is safe enough to land and take off. Everyone agreed pilot error can occur. Single wheels are at 17,500 and dual wheels are at 25,000 lbs. Discussion also included the 1,000 foot extension of the runway in order to allow for a safety factor of take off and landing. Any runway extension would not increase the size of the aircraft utilizing the airport as it is classified as a B-2 runway.

The Board concurred they would need to wait until the Environmental Assessment is completed prior to making any decisions.

In other business Commissioner Chilcott attended a MRTMA (Transportation Management) meeting in Missoula during the afternoon hours.